

GOVERNMENT JOBS

Situations in Philippine Service— Electrical Mechanics. I

CADET FOR REVENUE CUTTER

The United States civil service commission announces that, in order to give those who are unable to enter the October 19-20 examination an opportunity to be examined, another examination will be held on November 18-19, 1903, will be held on November 18-19 for teachers (male) in the Philippine service. Persons whose requests or applications are received to appear for the November examination on October 19-20 will be notified to appear for the November examination.

The commission also announces that the examination scheduled for the position of teacher (male only) in the Philippine service for November 18-19, 1903, will be held on November 27-28, 1903. An examination was held in October to supply 150 teachers, with salaries as follows: 25 at \$1,200, 70 at \$1,000, and 55 at \$900 per annum. Appointments will be made at the salaries mentioned, based upon the experience and the relative standing in the examination. The October examination failed to secure the requisite number of eligibles. Those appointed will be eligible for promotion to the higher grades in the service, ranging from \$900 to \$2,000 for teachers, and from \$1,500 to \$2,500 for division superintendents.

On December 2, for the position of electrician or electrical mechanic in the government printing office, Washington, D. C., at \$4 per day. The special work required will be the application of electric motors to all classes of printing, binding, and electrolyte foundry machinery. Applicants should be first-class machinists and thoroughly experienced in the construction of the best grade of modern direct-current motors, and competent to install them in connection with the above mentioned machinery. They should also have a knowledge of the general principles of series, shunt, and compound motors, the ability to wire and connect such motors with or without wiring diagrams and of armature windings and commutator construction.

On December 9, for the position of electric elevator constructor in the government printing office, Washington, D. C., at \$4 per day, and other similar vacancies as they may occur. Applicants must have had practical experience in installing and building the most modern type of elevators, and must have a knowledge of hoisting and overhead work, experience in assembling the mechanical and electrical parts of the machinery proper, together with a theoretical and practical knowledge of the wiring diagrams as well as the functions of the latest type of control used in connection with the Otis and Sprague electric elevators. The positions require a practical and theoretical knowledge of elevator machinery in general, together with a practical experience obtained from the installation and maintenance of the modern electric elevator plant.

On January 4, 5 and 6, for the position of cadet in the revenue cutter service. While it is not a prerequisite to eligibility, all applicants for the position of cadet who have served at sea, or who have served as deck officers of sea-going vessels of the United States merchant marine, should file with their applications a certificate or certificates showing such service, from the master of the vessel with whom they served or from the Sulp Masters' association. It is proposed to give applicants credit for such service when satisfactorily shown.

Persons who desire to enter these examinations should at once apply to the United States civil service commission, Washington, D. C., or to the secretary of the local board of examiners for application forms which should be properly and promptly filed with the commission at Washington.

NEW MEXICO INVENTOR

Las Vegas Gets Patents on Copper Leaching Process and Ore Mixer.

Dr. W. S. Standish of Las Vegas, who spent fair week in this city, and who for years has been a well-known assayer of ores, has invented and patented a new process for treating refractory copper ores. He calls it a leaching process, and apart from the reagent employed, the composition of which is patented, Dr. Standish's process is founded on two ideas, both of which are self-patented.

One is that a small quantity of ore can be more thoroughly treated, and in a much shorter proportionate time, than a large quantity. Hence, the doctor's machinery consists of a series of casks, into each of which but 200 pounds of crushed ore is placed with the menstruum. The larger the quantity of ore to be treated, the greater the number of casks employed.

The second idea is that chemical action is facilitated by thoroughly mixing the ingredients. This is the principle which leads a man to stir his tea or coffee to dissolve the sugar. So, the doctor's casks are made to revolve in one direction while an internal dasher revolves in the contrary direction. By this means the dissolving fluid and every particle of the pulverized ore are brought into intimate and almost instant contact, and the fullest and quickest chemical union possible ensues. This mixer is also patented.

The liquid containing the copper in solution, from which the insoluble ingredients have been allowed to settle, is drawn off into a tank, where by electricity the copper is precipitated. The solvent may thus be used many times over, with slight, if any, loss of quantity, or strength. The advantages claimed are the saving of a larger percentage of the metal, and the great curtailing of time necessary for treatment. Dr. Standish received his patents the early part of the present

Woman's Nightmare

No woman's happiness can be complete without children; it is her nature to love and want them as much so as it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is a fight with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity of the reproduction of life to be either painful or dangerous. The use of **Mother's Friend** so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the trying crisis without suffering.

Read for free book containing information of special value to all expectant mothers.
The Bradford Regulator Co., Atlanta, Ga.

Mother's Friend

week. A full account of the process and appliances, which are attracting attention of the scientific, is expected to appear in the next scientific American.

Died After Great Suffering.

Philip Callahan, bridge foreman for the Lantry Brothers on the Santa Fe in Arizona, died at Las Vegas, his home, the first of the present week, leaving a wife, four daughters and a son. He had been in the employ of the Lantry's for many years, and worked for them as foreman in the construction of the round house, in this city. While still acting as bridge foreman for the Lantry's he was seized with what appeared to be rheumatism. He grew worse, and about two months ago was advised to return to his home in Las Vegas. The story of the short residue of his life is the story of untold suffering. The disease seemed to have afflicted every part of his system. During the last sixteen days of his life not a mouthful of food passed his lips.

THE BEST REMEDY FOR COUGHS.

(From the Atlantic Coast Daily Globe.) This is the season when the woman who knows the best remedy for coughs is in demand in every neighborhood. One of the most terrible things in the world is to be awakened in the middle of the night by a coughing fit of a child. The cough remedy is almost as sure to be lost in case of a cough as a revolver is sure to be lost in case of a burglar. There used to be an old fashioned remedy for coughs, known as Hives Syrup and Tonic, and some modern mothers say that Chamberlain's Cough Remedy is better, and does not hurt so much. It causes the patient to "churn up the phlegm," quicker, and gives relief in a shorter time. Give the remedy as soon as the coughing begins, and it will prevent the attack. It never fails, and is pleasant and safe to take. For sale by J. H. O'Reilly & Co.

The Western France Railway company is trying memory aids on the carriages of its Paris-Cherbourg trains and hopes to enable passengers alighting to recognize their carriages at a glance when returning. Each carriage bears an enameled plate with a simple illustration of a rose, cat, dog, balloon or an elephant, as the case may be. The innovation is proving popular.

Poley's Honey and Tar for coughs and colds, relieves tried and tested, safe and sure. For sale by J. H. O'Reilly & Co.

After the Tramps. Mayor Sparks has instructed City Marshal Seferino Alard to inform the tramps and other undesirable recent acquisitions to Santa Fe's population that their room will be no more highly appreciated by the city authorities and by the citizens than their company. The marshal today spent considerable time in informing those parties in a very gentle, but at the same time rather firm and urgent manner that unless they like themselves to more congenial climates, they would be arrested and made to work upon the streets and in other ways would be kindly asked to do the town some good.—New Mexican.

There is no cough medicine so popular as Poley's Honey and Tar. It contains no opiates or narcotics and never fails to cure. For sale by J. H. O'Reilly & Co.

Dipping of Lambs.

The lambs now going into the feeding pens are all given a dipping, sometimes before loading, at the stockyards or at the receiving station. There is a great deal of looseness and neglect in handling this scab business, says a writer on the subject. Often the person superintending the dipping knows nothing about the work. We have seen sheep come out of the vat apparently saturated all over with the liquid but upon inspection found that the head and neck were only wet a little on the outside, the skin never being touched by the dip. This kind of dipping for scab is utterly useless. It is one thing to put a sheep through the bath for ticks and lice, but quite another to treat them for scab, which requires very thorough work.

ANXIOUS MOMENTS.

Some of the most anxious hours of a mother's life are those when the little ones of the household have the croup. There is no other medicine so effective to this terrible malady as Poley's Honey and Tar. It is a household favorite for throat and lung troubles, and as it contains no opiates or other poisons, it can be safely given. For sale by J. H. O'Reilly & Co.

Big Copper Mine Sold by Court Order.

At Copper Hill, Yaos county, fifteen miles above Embudo station, Robert C. Gortner, as special master, in the case of Albenroth & Root Manufacturing company of New York vs. Copper Hill Mining company and others, sold out the property of that company at public sale for the price of \$7,600, which was bid by A. B. Rencan. This property consists of five patented mining claims, a number of administration buildings and the ruins of a mill, which was destroyed by fire about two years ago.

wherein there is a good deal of machinery in a more or less damaged condition.

No determination has yet been made as to what will be done with the property, but as a very valuable strike of copper ore has been made on an adjoining claim by William A. Anderson of Taos, with trend through the Copper Hill company's claims, it is supposed a new company will take hold of the enterprise and prosecute it with diligence. The judicial sale was based upon the decree of the district court for Taos county, wherein damages were awarded to plaintiff, Albenroth & Root in the sum of \$7,651.49.

A POLICEMAN'S TESTIMONY.

J. N. Patterson, night policeman of Johnson, Ill., writes: "Last winter I had a bad cold on my lungs and tried at least a half dozen advertised cough medicines and had treatment from two physicians without getting any benefit. A friend recommended Poley's Honey and Tar and two thirds of a bottle cured me. I consider it the greatest cough and lung medicine in the world." For sale by J. H. O'Reilly & Co.

An important deal has been consummated between the Santa Fe company and the Las Vegas Street Railway company by virtue of which the latter will haul the 50,000 tons of ice which will be the winter output of the Gallinas canyon. The street car company has contracted for a steam locomotive to handle the heavy trains and from the beginning of the ice season will employ both electricity and steam as motive power.

"Little Colds" neglected—thousands of lives sacrificed every year. Dr. Wood's Norway Pine Syrup cures little colds, cures big colds, too, down to the very verge of consumption.

Territorial Funds Received.

Territorial Treasurer J. H. Vaughn has received the following public funds: From Jose M. Gonzales, treasurer and ex-officio collector of Union county, \$595.75, taxes for 1902.

Diphtheria relieved in twenty minutes.

Almost miraculous. Dr. Thomas' Electric Oil. At any drug store. 25 cents.

Killed Mountain Lion.

Arthur Arnold, the 16-year-old son of Mr. and Mrs. W. M. Arnold of Capps, killed a large mountain lion. While herding his father's stock in the foot hills near the pass he discovered a huge lion. Having with him a Winchester rifle, he took deliberate aim and fired, the bullet striking the body and disabled the beast. Another shot and the lion fell dead. It measured seven feet in length.—Trinidad Advertiser.

Years of suffering relieved in a night. Itching piles yield at once to the curative properties of Doan's Ointment. Never fails. At any drug store. 50 cents.

Mrs. J. W. Johnson Entertained.

The new home of Mr. and Mrs. J. W. Johnson on Tijeras avenue was the scene of a rather brilliant afternoon reception Saturday. The home was profusely decorated with cut and artificial flowers, chrysanthemums being in the major portion.

The entertainment was six-handed. Many guests were present. Mrs. Johnson was assisted by Mesdames R. W. D. Bryan, G. W. Harrison, W. S. Strickler, A. A. Keen and F. H. Kent. The several handsome prizes given were secured by Miss Beale Thomas, Mrs. Ira Bennett, Miss Abbie Ritch and Mrs. Ivan Grunfeld.

What's the secret of happy, vigorous health? Simply keeping the bowels, the stomach, the liver and kidneys strong and active. Burdock Blood Bitters does it.

RULING APPROVED.

Collector Sustained in His Valuation of Goods from Juarez.

Collector Garrett of El Paso, has received word from the board of general appraisers at New York that he has been sustained in his ruling increasing the value of goods imported from Juarez 15 per cent over the value of the same class of goods imported from the interior of Mexico. The duty was raised on the ground that the goods in Juarez were worth more than further south, as they are nearer the American purchaser.

WHAT TO DO UNTIL THE DOCTOR ARRIVES.

"One of my children was taken with cramp colic and suffered severely," says S. B. Elizey of Montic, Mo. "I telephoned for a doctor, then gave a dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and a few minutes later a second dose. Before the doctor came the child was relieved." For sale by all drug stores.

The Las Cruces Republican says: Miss Anna Hadley, who has been visiting her parents, Prof. and Mrs. Hadley, the past two months, expects to leave next Monday for the east. She will visit Albuquerque and Topeka before returning to her home near Boston.

RAILROAD NOTES

J. S. Leeds, a railroad man of Chicago, is in the city.

G. H. Nelson, a Santa Fe man from La Junta, is at the Alvarado.

Fred Hogle has entered upon his duties as fireman on the Santa Fe Central.

Superintendent J. F. McNally came up from the south this morning, and his private car was set out at Belen. General Freight and Passenger Agent B. W. Robbins, of the Santa Fe Central, has returned to Santa Fe from a business trip to Denver.

The Santa Fe daily flyer will be put on beginning the 20th of November. It will be one of the handiest trains between Chicago and the Pacific coast.

Geo. E. Roe, district agent for the Santa Fe at El Paso, his field covering the southwest, came up from the Paso city this morning and will return there tonight.

During the Thanksgiving holidays the Santa Fe will make a special, rate of one and one-third fare for round trip tickets, going November 25 and return November 27.

In 1860 there was not a single mile of railway in Wisconsin, Tennessee or Florida, or anywhere west of the Mississippi river. Even in 1870 half the area of the country was still without railways.

Five conductors and their families passed through El Paso recently from Colorado, bound for Mexico. The conductors will be employed by the Mexican Central on the different divisions of the road.

The Rock Island and Santa Fe railroads are said to be pretty well supplied with coal for the coming winter. The Santa Fe is said to have about 30,000 tons stored at Newton and Arkansas City.

Avin Booker of the Santa Fe Central, Thursday evening met his family which came in from Silverton, Colo., over the Denver & Rio Grande, and yesterday left over the Santa Fe Central for Estancia, where they will make their future home.

Grading is progressing on the site of the Union depot at El Paso. The grading contract was let to Frank Powers, an El Paso contractor, for \$60,000. The damages to adjacent property will amount to fully the same amount, and this is in addition to the cost of the depot itself, estimated at \$200,000.

The log train for the American Lumber company, is in the hands of the Zuni Mountain railroad till it reaches Thoreau, where it is taken in charge by the Santa Fe and brought into town by a local freight. The lumber company use their own cars, and the long line of logs comes in regularly.

Tom N. Anderson, formerly a Pullman conductor operating between Mexico City and El Paso, has accepted the position of manager of the state of Texas for a wrought iron range company of St. Louis. Mr. Anderson left for El Paso a few days ago to enter upon his new vocation. His headquarters will be in El Paso.

In another column, on this page of The Citizen, there is published an article to the effect that Thos. M. Ramsdell has resigned as chief car inspector for the Santa Fe railway. Mr. Ramsdell, before going to Topeka, filled a very important position with the company at the local shops, hence is well-known to the people of this city, especially to the local railway employees. He was also a member of the city board of education.

Mine Railroad—Work is still progressing on the Mohave & Milltown railroad, out west and it is expected that it will be completed about the 15th of December, says the Kingman Miner. Some heavy rockwork has impeded work to a considerable extent while many bridges are still incomplete. At the mine a long trestle will have to be built over the canyon, which will take some time. When this road has been completed to the Leland mines it is proposed to extend it by way of Silver Creek to Gold Road. A ferry franchise was obtained from the board of supervisors of Mohave and San Bernardino counties and a large ferry boat will be put on the Colorado river to handle passengers and freight on the road.

The supervisors of the San Bernardino county and the Milltown and Mohave railroad company have agreed for the rates for the ferry across the Colorado at Needles, says the Mohave County Miner. Adults will pay 25 cents, children 15 cents and children under five years will go free of charge; the rate for baggage driver's freight will be 150¢ per ton; horse and driver, 150¢; team and driver, 35¢; four horses and driver, 450¢; each additional team, 25¢; burro and rider, 15¢; each additional burro, 75¢; two horse wagon and driver, 45¢; four horses wagon and driver, 55¢; each empty wagon, 15¢.

STEEPED AGAINST A HOT STOVE.

A child of Mrs. Geo. A. Benson, when getting his usual Saturday night bath, stepped back against a hot stove which burned him severely. The child was in great agony and his mother could do nothing to pacify him. Remembering that she had a bottle of Chamberlain's Pain Balm in the house, she thought she would try it. In less than half an hour after applying it the child was quiet and asleep, and in less than two weeks was well. Mrs. Benson is a well known resident of Keller, N. Y. Pain Balm is an anesthetic liniment and especially valuable for burns, cuts, bruises and sprains. For sale by all druggists.

RAILWAY OFFICIALS CONFER.

Three Companies Affiliated With Santa Fe Elect Directors and Officers. The annual meeting of the stockholders and directors of the New Mexico Town company and the Rio Grande Land company were held; Judge Henry L. Waldo and R. E. Twitchell being among those in attendance. The following directors of the towns company were elected: H. U. Mudge, H. E. Waldo, R. E. Twitchell, C. F. Hasey, F. A. Manzanarez, R. J. Palen, R. C. Gortner, J. H. Vaughn and W. B. Jansen. Mr. Mudge was elected president; D. L. Gallup, comptroller; H. C. Whitaker, general agent.

TRAIN LOAD OF WALNUTS.

Forty-two Carloads Coming East for Christmas Trade. A solid train of walnuts, consisting of forty-two cars, passed through the east the other day. This is the first big shipment to go over the Santa Fe from the southern part of the state. The Santa Fe is beginning to move the immense crop of celery from the Smelter fields, in Orange

company were elected: H. U. Mudge, H. L. Waldo, R. E. Twitchell, R. J. Palen, C. F. Hasey. The officers are the same as those of the towns company.

The following directors of the Eastern Railway of New Mexico were elected: E. P. Ripley, Victor Morawitz, E. J. Berwind, H. L. Waldo, R. E. Twitchell, W. E. Gortner and C. A. Spiess. Mr. Ripley was elected president; Mr. Waldo, secretary and treasurer, and R. E. Twitchell, assistant secretary.

Mudge Says Officers Have Clew to Wreckers.—General Manager Mudge of the Santa Fe, has returned from Colorado, where he went to investigate the wreck of the Santa Fe passenger train near Fowler, says a dispatch from Colorado. Mr. Mudge said: "It was as clear a case of train wrecking as I have ever seen. The spikes had been pulled for two whole rail lengths. When the train struck this place, most of the cars remained upright, and for this reason not many of the passengers were hurt."

"We have offered a reward of \$5,000 for the arrest and conviction of the wreckers. This is a large sum and will stimulate the western officers in their search for the men. We confidently expect to catch them before long, as we have several important clues already."

JUST WHAT YOU NEEDED.

Chamberlain's Stomach and Liver Tablets. When you feel dull after eating. When you have no appetite. When you have a bad taste in the mouth. When your liver is torpid. When your bowels are constipated. When you have a headache. When you feel bilious. They will improve your appetite, cleanse and invigorate your stomach, and regulate your liver and bowels. Price 25 cents per box. For sale by all druggists.

Grand Lodge of Odd Fellows.

The Grand Lodge of Odd Fellows of New Mexico will convene at Odd Fellows hall, South Second street, tomorrow at 9 o'clock. It is expected that there will be in attendance between forty and fifty delegates and members present.

Immediately on convening the new members will be introduced and begun the grand lodge degree. The action of officers and routine business will follow.

A GOOD NAME.

From personal experience I testify that Dr. Williams' Little Blue Pills are unequalled as a liver pill. They are rightly named because they give strength and energy to the weak, and are so named because they are so small. Thousands of people are using these tiny little pills in preference to all others, because they are so pleasant and effective. They cure biliousness, torpid liver, jaundice, sick headache, constipation, etc. They do not purge and weaken, but cleanse and strengthen. Sold by R. H. Briggs & Co., and S. Vann & Son.

A RAILROAD DEAL.

Rock Island Negotiating for Control of Moffat Road to Salt Lake. Negotiations which, as told in recent issues of The Denver News, have been pending between the Rock Island and the Moffat roads, were resumed Thursday when John M. Stevens, fourth vice president of the Rock Island, arrived in Denver. Neither Mr. Stevens nor Mr. Moffat will talk about the proposed deal.

The Rock Island is anxious to get a transcontinental line. It has given up hope of getting the Clark road, but it has projected the Western Pacific, which is to run from San Francisco to Salt Lake, and if the Rock Island can acquire the Moffat road, it will soon have a line from Chicago to the Pacific.

"I know nothing about the deal," said Mr. Stevens.

"I haven't heard of anything of the kind," said A. C. Ridgway of the Moffat road.

Nevertheless railroad men are confident the negotiations are the cause of Mr. Stevens' visit.

WORM DESTROYER.

White's Cream Vermifuge not only kills worms, but removes the mucus and slime, in which they build their nests, it brings, and quickly a healthy condition of the body, where worms cannot exist. See at J. H. O'Reilly Drug Co.

GET RAILROADS FIRST.

Oklahoma Will Fix Freight Rates in the Future.

Regarding the freight rate legislation in this territory, Hon. H. W. Williams, the representative from Pawnee county in the legislature, gives out the following statement: "As matters now stand we have no legislation whatever affecting the freight traffic, which leaves it absolutely with the railroads to fix the rates. This condition has existed ever since the first settlement of Oklahoma, and during the time we have had seven sessions of the legislature, in which all political parties have been represented. A great deal of discussion on the subject has been indulged in, pro and con, with the result that each and every one of the seven sessions of the legislature has come and gone without this much needed legislation. It has been brought very forcibly to the attention of the legislatures that all parts of Oklahoma have been clamoring for railroads, with no way of getting them except by persuasion and by assisting the railroad promoters in showing the eastern capital that Oklahoma is a good field for railroads and that Oklahoma is very friendly toward such interests."

"After thoughtful deliberation it has been deemed advisable to hold off other legislation which might undo the profits of railroads until we get railroads, and then enact some of the much-needed legislation on freight rates and other matters. These matters were thoroughly gone over during the last legislature, and it was the unanimous opinion of the members that such legislation should be put off two years more."

TRAIN LOAD OF WALNUTS.

Forty-two Carloads Coming East for Christmas Trade. A solid train of walnuts, consisting of forty-two cars, passed through the east the other day. This is the first big shipment to go over the Santa Fe from the southern part of the state. The Santa Fe is beginning to move the immense crop of celery from the Smelter fields, in Orange

Brides

Are always "beautiful" and always "happy" according to the society reporters, and in this case the report is mostly true. There may be unhappy brides in fiction, but there are few in real life. But how hard it is to look upon many of the wives we know, and believe that they were once beautiful and happy. Pain, the result of womanly disease, has marred beauty and undermined happiness.

\$500 REWARD

FOR WOMEN WHO CANNOT BE CURED.

Backed up by over a third of a century of remarkable and uniform cures, a record such as no other remedy for the diseases and weaknesses peculiar to women ever attained, the proprietors of Dr. Pierce's Favorite Prescription now feel fully warranted in offering to pay \$500 in legal money of the United States, for any case of Leucorrhea, Female Weakness, Prolapse, or Falling of Womb, which cannot be cured. All they ask is a fair and reasonable trial of their means of cure.

"I have thought for some time I would write you and tell you of the great improvement in my health since taking your Favorite Prescription," says Mrs. H. S. Jones of Forest, N. C. "When I began to use it I was almost dead and had despaired of ever having any health again. Could not sit up all day, and was so weak that I could not walk more than a mile. I noted a great improvement in my health before the first bottle was used. Was suffering with almost every ailment that a woman is subject to, had inflammation of ovaries, painful and suppressed periods, and other symptoms of female disease. After taking six bottles of 'Favorite Prescription,' I felt like a new person. Can ride to the office and take all kinds of exercise and am not tired."

If you are looking for a perfect laxative try Dr. Pierce's Pleasant Pellets.

county, and each day big shipments are being rushed east. Twenty-two passenger trains a day are handled by the local division. These, with thirty freight trains daily, keep the trainmen on the jump all day. But the casual observer never for a moment realizes the continual rush. The finest piece of mechanism could not perform its duty more smoothly than the great volume of traffic handled by the local crews. San Bernardino Times-Herald.

NOT A SICK DAY SINCE.

"I was taken severely sick with kidney trouble. I tried nearly all the medicines none of which relieved me. One day I saw an ad. of your Electric Bitters and went to the drug store and bought a few doses. I felt relieved, and soon thereafter was entirely cured and have not returned to my former state of illness. I have been cured of rheumatism, neuralgia, liver and kidney troubles, and headache. This is what R. F. Huss, of Fremont, N. C., writes. Only 50 cents at all druggists."

T. M. RAMSDALL RESIGNS.

Chief Car Inspector Takes a Position With Chesapeake & Ohio.

It is announced that T. M. Ramsdell, chief car inspector of the Santa Fe system, with headquarters at Topeka, has resigned that position to accept the position of master car builder for the Chesapeake—Ohio railroad, says the Topeka State Journal. It is not yet known where Mr. Ramsdell's new headquarters will be, but as the Chesapeake—Ohio's principal shops are situated at Huntington, Va., that is probably where he will be hereafter located.

Although only 35 years old Mr. Ramsdell is thoroughly equipped for his work and will be able to handle the duties of his new position in a manner creditable to himself. He has been associated with the car departments of railroads for many years and as the result there is not much about a railway coach that he does not understand. Moreover he has made a great many friends during the time that he has been with the Santa Fe, which fact is a good illustration of his ability to get along well with the men under him. Among those who know him well there is no doubt but that he will succeed admirably as the master car builder of the Chesapeake—Ohio railroad.

Mr. Ramsdell has been with the Santa Fe for about five years. He was formerly with the Wisconsin Central but resigned to become coach carpenter in the Topeka shops for the Santa Fe. He worked at this for a short time and was then promoted to the position of car foreman at La Junta. From there he went to Albuquerque, N. M., where he served as general car foreman of the Santa Fe coast lines until about three years ago when he came back to Topeka as general car inspector of the entire system.

The position of master car builder of the Chesapeake—Ohio is practically a new one, having been lately created by the officials of that road. Mr. Ramsdell is the first man to fill the position. He will assume his new duties just as soon as his resignation with the Santa Fe becomes effective. This will probably be in about a week.

Las Vegas Fire Fighters.

The El Romero Hose company had a profligate meeting in quarters last night. The members were out in force as important business was to be transacted. The business was nothing less than to complete arrangements for the fine new team of horses the west side department is about to add to its equipment. The boys voted to take enough money from the treasury to make the horse fund complete. A committee will leave in a day or two for Watrous country to select the finest team that money can purchase. The company voted to clothe its driver in regiments which he is to wear all the time. The hose company has already begun its plans for the annual mid-winter carnival and masquerade ball, which is to be given at the Duncan opera house on the night of Washington's birthday. The affair will be finer than ever.—Optic.

R. S. Sumner, chief engineer of maintenance of ways of the El Paso-North-eastern, with headquarters at Alamogordo, has tendered his resignation, effective the 15th. It is understood that with the retirement of Mr. Sumner the position of chief engineer will be abolished. Mr. Sumner will go with the Denver-Northwestern Pacific.

SELLERS' SAYINGS

Interesting Items About San Juan and Its Albuquerque Colony.

WHAT A RAILROAD WOULD DO

Col. D. K. B. Sellers, formerly of Farmington, now of this city, writes the following interesting letter to the Farmington Times-Hurster:

Albuquerque, N. M., Oct. 30, 1903.—If we could stop aboard the cars here Saturday evening and be in Farmington the next morning, I can assure the readers of the Times-Hurster that Allen would have an additional boarder for Sunday dinner, and possibly a dozen more for all I know.

There is just one advantage to be attained to make San Juan county the most prosperous and desirable region in the whole southwest, and that is steam railroad transportation.